

Dec. 2.

Today's Fish Market.

Round pollock, 65 cts. per cwt.; gutted 70 cents.
 Salt Georges cod, large \$4.00, mediums, \$3.25.
 Salt bank dory handline cod, \$3.62 1-2 per cwt. for large and \$3.25 for mediums.
 Salt trawl bank cod, large, \$3.37 1-2; mediums, \$3; snappers, \$2.
 Bank halibut 12 cts. per lb. for white and 9 cts. for gray.
 Salt pollock, \$1.50; salt halibut, \$1.50.
 Eastern salt shack trip cod, \$3.25 per cwt. for large and \$3 for mediums.
 Splitting prices for fresh fish, Western cod, large, \$2.00; mediums, \$1.60; Eastern cod, large, \$1.90; medium, \$1.50; cusk, \$1.60 to \$1.65; haddock, 80 cts.; hake, 75 cts.; pollock, 70 cts.
 Eastern deck handline cod, \$4.00 for large and \$3.25 for mediums.

Boston.

Sch. Nauticus, 2000 cod.
 Sch. Rob Roy, 45,000 haddock, 10,000 cod.
 Sch. Terra Nova, 16,000 haddock, 27,000 cod, 5000 cusk, 5000 pollock.
 Sch. Manbasset, 12,000 haddock, 4000 cod, 5000 hake, 12,000 pollock.
 Sch. Good Luck, 22,000 pollock.
 Haddock, \$2 to \$3 per cwt.; large cod, \$3; pollock, \$1.

Fishing Fleet Movements.

Sch. Veda M. McKown, Capt. Norman A. Ross, will sail today on her second Newfoundland trip of the season, going this time for frozen herring.

Dec. 3.

Getting Along Finely.

Mr. Andrew Strickland, one of the crew of sch. Fannie E. Prescott, who recently ran a fish fork into his right foot while taking out fish at T wharf, Boston, last week, and was taken to the Chelsea marine hospital, is getting along well and will be out in a few days. In previous reports, Strickland's name was incorrectly given as Slickner.

Dec. 3.

FEW FISH AT BOSTON.**So New Haddock Quickly Jumped to \$7 Per Hundred Weight.**

Owing to the recent blowy weather, fish are scarce at T wharf, Boston, today, and although the buyers shied at off shore cod, they took a few shore fish at \$3 per hundred weight and went after new haddock with a rush, bidding them up to \$7. Smokers, from off shore fares, went for \$2.

The shore boats arrivals only numbered three and did not have a decent sized haul altogether. Pollock caught the dealers' fancy to the extent of \$1.50, just double what they had paid for the few they took in the day before.

Part of the market fleet are out on the grounds today, going out during the night, but they may not have a chance to set. About half of the fleet are still in port today, the skippers evidently not liking the looks of the weather.

Dec. 3.

GLOUCESTER'S FUTURE.**United Effort Needed To Improve Fishing Industry.****Mistakes of Previous Years Should Be Forgotten.**

For the Times.

Messrs. Editors:—In my walks around the water front of the city the past week, I was surprised to see the dullness that exists at this section of the city. Wharves are idle that once were alive with business. Ten years ago, Gloucester had what was supposed to be the largest and finest fleet of vessels on the coast; there was plenty of work for the laborers, and business on the water front had a successful look, but today I find just the reverse.

What has brought about this state of affairs? Are we going backward, or are we satisfied with the business that we have here and do not want any more?

Dec. 3.

The once large firms that were located at Rocky Neck and the eastern part of the city have ceased to exist, their fleets of vessels have been disposed of, and there is practically no business done today where there was a good business not later than ten years ago.

There must be some cause or causes for this decline.

I am informed that the number of fishing vessels are getting less each year, and our business people are not building as many vessels now as has been their custom in the past, but are disposing of quite a number of what they now own to southern ports and other ports.

On visiting the old steamboat wharf, I could hardly believe that of the seven fishing vessels tied up there not one of the seven had for their home port, Gloucester. All of these boats hailed from Boston.

In continuing my investigation further on, even on this side of the harbor, I find more wharves idle, owners of the same either sold out or gone out of business for other reasons, and this property fast going to ruin.

Continuing to the end, I find but two concerns engaged in the fresh fish business, whereas, ten years ago, there were five.

At the Fort, there have been a decided change in the appearance of the property. It has been improved, by the expenditure of some two or three hundred thousand dollars. Cunningham & Thompson have an enormous plant for the handling of the salt fish and smoking business, and this firm showed every sign of success. Leaving this firm's place of business and continuing on to the Butler property, I was surprised to see how it had been improved. A stone wall had been built the entire length of this property, and a large building erected, this building being occupied by the Gloucester Fresh Fish Company.

It was the greatest surprise of my investigation to see that this company was still doing business, as I had heard nothing about it since the first year of its origin and I thought it had closed its doors long ago. I remember the things that were predicted for this company when the citizens (I was one of them) were asked to subscribe for the stock, as it would be a good business proposition for the city, and the good benefits we would all enjoy if this company could be organized, and could be made a paying investment.

I was shown over the plant, and was more surprised to see the facilities it had for the handling of fresh fish, but notwithstanding these facilities, there was no business being done. In questioning my guide about the place, I was very much disappointed to learn that this company was unable to get stock to do business with, as I thought the Gloucester vessels would land some trips, if not the whole, at their home port. I was informed by my guide that business had been very dull this season, as the weather was so stormy that the vessels could not fish, and naturally with a plant the same as this, they must have stock to work with which most of the time it was impossible to obtain, no matter what price they would be willing to pay. I naturally asked why they did not have a regular supply of fish, for I could not bring myself to see how a Gloucester company with so many vessels engaged in the winter fishery could be short of fish, and as told that there were but 19 Gloucester vessels engaged in the winter fishery and all but one of these 19 vessels landed their fares at Boston.

What a change since this company was organized. For two years the whole fleet landed their fares here, and business was prosperous on the streets. I learned from my guide that the manager had last winter some three times bought trips of fish at Boston and brought them here. I admit that mistakes were made when this particular company was formed, but from what I can learn, these mistakes have been rectified and do not happen now.

It is a great mistake for the 18 vessels that Gloucester has engaged in this winter fishery not to come in here some three or four times in the winter and give this company an opportunity to do some business. It is not a question of price, I am told, so much as not being able to purchase the goods. Some of the captains that man these 19 vessels I am well acquainted with, and I am surprised that they do not see the situation in a business way, knowing as they must, that these 19 vessels that they sail, are a very small part of the winter fleet, as Boston has some 176 vessels and shore boats against these nineteen.

Why hold the mistakes that were made at the start forever? Why not forget them and start anew? From my investigation of the business of this city we should all do what we can to improve it and not throw cold water on it. These captains of our vessels are intelligent men, but they are slow to grasp the situation. I am convinced that if they would give this company a chance to purchase their fares occasionally, it would mean a great deal to them and it would be a means of keeping what little trade they have now. I can see where this plant will be in the same condition as the firms at Rocky Neck. It is impossible to keep the thing going without the goods to work with.

Are the vessel owners and captains going to help, or will we see this business close for want of support, the same as all other projects that Gloucester takes hold of, do?

In conclusion, get together, captains and vessel owners. Directors of the Fresh Fish Company, instruct your manager to interview the 18 captains and give this company a chance to purchase your fares. Do not come bound by any iron-clad agreements but come of your own free will, and if you are used right, come again. If not, stay away, you will be justified in doing so.

Don't condemn this proposition without a trial. The citizens of Gloucester did their part in putting up the money; do yours in keeping it alive.

OBSERVER.

Dec. 3.

DAILY TIMES FISH BUREAU.**Today's Arrivals and Receipts**

Sch. Annie and Jennie, shore, 15,000 lbs. pollock.
 Sch. Mary A. Gleason, shore, 18,000 lbs. pollock.
 Sch. Boyd and Leeds, shore.
 Sch. Mertis H. Perry, shore.
 Sch. Catherine D. Enos, shore.
 Sch. Ida M. Silva, via Boston.

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 Eastern deck handline cod, \$4.00 for large and \$3.25 for mediums.

Boston.

Sch. Emily Sears, 18,000 pollock.
 Sch. Volant, 21,000 pollock.
 Sch. Arthur Binney, 17,000 haddock, 8000 cod, 2000 pollock.
 Sch. Ida S. Brooks, 10,000 haddock, 1000 cod, 1000 hake.
 Sch. Flora J. Sears, 1000 haddock, 1000 cod, 1000 hake.
 Sch. Georgianna, 12,000 haddock, 8000 cod.
 Sch. Edith Silveria, 4000 haddock, 1000 cod, 3000 hake, 1000 cusk.
 Sch. Lillian, 15,000 haddock, 25,000 cod.
 Haddock, \$2 to \$7 per cwt.; shore cod, \$3.50; pollock, \$1.50.

Fishing Fleet Movements.

Capt. Fred Thompson of sch. Niagara has purchased a part of sch. Dictator and will command that craft in the halibut fishery.

Schs. M. B. Stetson and Hiram Lowell of Bucksport will probably engage in the Newfoundland herring fishery this season. This will give Capt. Thomas M. Nicholson a fleet of five vessels, as his schs. William Matheson, T. M. Nicholson and Elizabeth N., are now at Bay of Islands.

Dec. 4.

LOOKS BLUE AT BAY OF ISLANDS**Herring Still Continue Scarce and Weather Is Bad.****NO FISH YET IN SHOAL WATER.****Several Vessels Want Only Small Lots To Finish Loads.**

Very little change for the better is the latest report from the herring fleet at Bay of Islands, N. F. Advices from the Gloucester fleet there say that unless the situation changes in the near future, there will be disappointment all around. Fish are exceptionally scarce for this season of the year; one day there will be a few and the next none.

On Saturday last the signs were a little more favorable and some of the vessels did fairly well, not taking any great amount of fish, but still doing better than for many days, taking from 30 to 80 barrels. The fish were taken in deep water, and it is claimed that there is a large body outside.

A number of vessels are almost loaded and require only a small catch to complete their cargoes. The recent arrivals have been schs. Elizabeth N. and William Matheson of Bucksport, Me. The weather Sunday was mild, with a light snow falling, with the wind northeast. On Saturday it blew hard from northwest.